(a) Coking Coal Washery Grade II Coking Coal Washery Grade III	
(b) Semi-coking coal Grade I Semi-coking Coal Grade II	Six rupees and fifty paise per *r* tonne.
(c) Non-coking coal Grade A j Non-coking coal Grade B	
(d) Ungraded R.O.M. Coal produced in Assam, Arunachal Pradesh, Meghalaya and Nagaland	Five rupees & fifty paise per per tonne.
(iii) *Group III Coals:* j	
(a) Coking Coal Washery Grade IV (b) Non-coking Coal Grade C	> Fourrupees and thirty paise per J tonne.
(iv) *Group IV Coals:* Non-coking coal Grade IV Non-coking coal Grade E	*y* Two rupees and fifty paise per J tonne.
(v) *Group V Coals:* \\ Non-coking Coal Grade F Non-coking Coal Grade	V Five rupees per tonne.
(vi) *Group VI Coals:* Coal produced in Andhra Pradesh (Singareni Collieries Company Ltd.)	

(c) Levy of royalty on Lignite was notified for the first time with effect from 27-6-90. The rate of royalty has been stipulated as Rs. 2.50 per tonne as applicable to non-coking coal Grade 'F' and 'G' under Group V Coals. The royalty paid by Neyveli Lignite Corporation during the last three years was as under:-

1988-89...	Nil
1989-90...	Nil
1990-91 . . .	*Rs. 226 Lakhs (from 23-6-90 to 31-3-91)

♦This amount includes Rs. 2.63 lakhs relating to quantity of lignite produced in March, 1991 and actually paid in April, 1991.

Grounding of Westland helicopters

944. SHRI KRISHAN LAL SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the fleet of Westland helicopters was grounded a number of times during the past years;

(b) if so, the details thereof and the reasons therefor;

(c) whether it is also a fact that grounding of these helicopters is linked with the report of a sub-committee of the Ministry which concluded that it would be highly uneconomical to operate the Westland helicopters on commercial basis; and

(d) if so, the remedial measures taken in the matter?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) Following an accident at Juhu, Bombay, the fleet was first grounded on December 21, 1989. It was reinduc-ted in September, 1990 after the Hussainy Committee submitted its report. The fleet was grounded again on 9th February, 1991 in the light ofthe report of the sub-committee appointed by the Director General of Civil Aviation.

(c) Yes, Sir.

(d) Since 9th February, 1991, the entire fleet has been permanently grounded. It is not proposed to reinduct the fleet.

Enquiries against the staff of Indian Airlines

945. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of departmental enquiries conducted against the staff by Indian Airlines management during the last three years region-wise and year-wise;

(b) what is the number of employees whose services were terminated on completion of such enquiries, region-wise and year-wise; and

(c) what is the number of depart mental enquiries that are pending at present, region-wise?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRl MADHAVRAO SCINDIA): (a) and (b) A statement is attached at Annexure-I. (See appendix 159, Annexure No. 29)

(c) The following number of enquiries are pending region-wise, at present:—

Western Region .	97
Northern Region •	97
Eastern Region	23
Southern Region	20
Hyderabad	39
Headquarter	04
	280

Token strike by Indian Airlines

946. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of unions of Indian Airlines which resorted to a day's token strike an the 11th •july , 1990;

(b) the number of members of each union who participated in the said strike;

(c) what were the demands of these unions; and

(d) whether these demands have been met by the management?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRl MA-DHAV RAO SCINDIA): (a) to (d) A statement is attached.

Statement

(a) Five unions of Indian Airlines participated in the token strike on the 11th July, 1990.

(b) The number of employees from each union/association who participated in the strike-is as under:—

(i) Air Corporation Employees' Union—9051.

(ii) Indian Aircrafts Techni. cians Association—1554.

(iii) Airlines Radio Officers' & Flight Operations Officer' Association—74.

(iv) Indian Flight Engineers' Association—32.

(v) Indian Commercial Pilots' Association—426.

(c) The Unions demanded that—

(i) An immediate dialogue should be initiate with the unions/ associations jointly to resolve the crisis.

(ii) A firm decision should be taken immediately on operation of A-320 aircraft and pending such decision, Indian Airlines should not take *tin* wet.leave aircrafj from any foreign agency.

(iii) Private operators must be refrained from undertaking commercial air transportation India,

(iv) Vayudoot should be permitted to operate only feeder routes and it should not wet-lease aircraft from foreign airlines.